

CLASSIFICATION <u>SECRET</u>	
COUNTRY <u>East Germany</u>	REPORT
TOPIC <u>Bautzen-Litten Airfield</u>	
25X1	
EVALUATION 	PLACE OBTAINED
DATE OF CONTENT 	25X1
DATE OBTAINED 	TE PREPARED <u>29 October 1954</u>
REFERENCES _____	
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) _____
REMARKS _____	25X1
This is UNEVALUATED	

1. The following air activity and aircraft were observed at Bautzen-Litten airfield between 7 and 25 September 1954:

8 September. Between 0700 and 1600, formation flights were made by Yak-11s which flew in elements of two. In the curves, the second pilot repeatedly broke the formation. It appeared that the pilots were in the initial stage of training.

9 September. Flights in elements of two were again made. There was a 3/10 overcast. At 1245, two Yak-11s were seen at the take-off point. The two aircraft took off individually and practiced flying for 55 minutes.

10 September. Throughout the day, flights in elements of two and cross-country flights outside of the range of visibility were made.

11 September. There was air activity including flying in elements of two.

12 and 13 September. No aircraft were observed aloft.

14 September. Short local flights and loops were made. There was a 4/10 overcast at an altitude of about 2,000 meters and good visibility.

15 September. The short local flights were continued. There were also flights in elements of two.

16 September. Cross-country flights in elements of two and aerobatics were practiced.

21 September. At 1330, an element of two Yak-11s was seen aloft. A two-man crew was definitely observed in each aircraft. Local flights and cross-country flights were also made.

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22 September. Between 0700 and 1530, about 4 aircraft were continually observed aloft. Two of them made cross-country flights and 2 local flights.

23 to 25 September. There was no air activity. 1

2. During September, an umbrella-type antenna on a radio mast about 10 meters high was observed about 50 meters west of the radio installation of 5 masts in the vicinity of the flight control station. 2 Work in the fuel dump apparently was not yet completed although work had been discontinued during September. Three fuel containers, each 5 to 6 meters long and 2 meters in diameter, were still lying on the ground approximately at the same site where 4 tanks had been dug in some time ago. 3

No observations were made indicating the establishment of an AA gun emplacement.

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3. The following trucks were seen entering and leaving the field:

4. On 11 September, three motor vehicle garages were seen in the area of the Husaren Kaserne in Bautzen. Three garages, two of which were open, had a capacity of between 20 and 25 vehicles. Twelve trucks were seen in one garage; twelve trucks in another.

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5. The following air activity and aircraft were observed at the field between 11 and 23 September:

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11 September. At 0700, there was no air activity.

18 September. During the afternoon, a truck with a box-like superstructure and near it an isolated antenna were seen at the eastern end of the runway. About 20 men were seen around the vehicle. Short local flights were made by 2 Yak-11s with extended landing gears

Shortly after touching ground, the aircraft took off again and made another local flight. Air activity was apparently conducted by inexperienced pilots. During the flight training, a plane, probably a Yak-18, approached from the west at an altitude of about 400 meters and made 4 or 5 dives over the center of the field. The aircraft pulled out of dive at an altitude of about 40 meters and subsequently climbed to about 300 meters. The aircraft then left heading toward the west. About 1700, the two above-mentioned Yak-11s landed and their pilots were exchanged. Subsequently, one of the two aircraft practiced several dives over the middle of the field from an altitude of about 300 meters, while the second aircraft disappeared from view. While these

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two aircraft were aloft, 2 sedans and a number of trucks and special motor vehicles left the field and proceeded toward Bautzen.

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28 September. Between 0900 and 0930, local flights were continuously made by 2 Yak-11s [redacted] which touched down on the runway and immediately took off again. At about 1700, no aircraft were observed aloft. Seven planes were parked in front of the hangars, while a motor vehicle column left the field and proceeded in the direction of Bautzen. 1.

6. On 28 September, a man was seen sitting on the roof of the radio truck which had repeatedly been observed at the eastern end of the runway. Next to the man was a brightly shining disk, about 1 meter square, which pointed to the south and tilted slightly upward. A radio mast and a radio truck were seen in the vicinity of the flight control station which had a red light on its roof. During air activity, 2 men were always seen in the control tower of the flight control building. In mid-September, a new scaffold was observed in the southwestern section of the field in the area of the fuel dump.
7. The Husaren Kaserna in Bautzen housed both male and female VEF personnel. During the early morning of 12 September, about 30 POGs loitered near the entrance of the barracks installation. The open garages were occupied to capacity.

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1. [redacted] Comment. Bautzen-Litten airfield is still occupied by the 2nd Bn of the Aeroclub Bautzen. A deserter stated that a 3rd Bn was organized and is also stationed in Bautzen-Litten. [redacted] Air activity at Bautzen airfield is conducted only by Yak-11s and does not show significant progress. The 1st Bn of the Bautzen Aeroclub is located in Kamenz and is equipped with Yak-18s.
2. [redacted] Comment. An umbrella-type antenna is reported for the first time from Bautzen. It has previously been assumed that this antenna type is used only for radio traffic on VEF.
3. [redacted] Comment. The reported number of fuel containers fluctuates between 4 and 8.
4. [redacted] Comment. The purpose of this disk has not been determined.

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